

Flight Plan

Winter 2000

Washington State Department of Transportation

Aviation Division

Annual State Award Nominations Needed

By Mac McIver, Aeronautics Program Manager

It is again time for nominations of the outstanding aviators of our state. In this issue of *Flight Plan*, we have included the categories of annual awards. The success of this worthy program depends on your input, so please spend a few minutes and nominate the individual you feel is the most deserving in each category listed below.

Each year as a result of your input and nominations, a selection team names the individual who has contributed and given the most in their area of endeavor. The winners in each of these categories will be named and honored at the Northwest Aviation Conference on February 24, 2001.

We all know someone who has given more to make aviation safer and to improve the industry. Please nominate that person... they deserve it!



Aviation Mechanic of the Year:

This award goes to the A&P or IA who exhibits the highest level of professionalism in fairness, knowledge, and continuing education. This person will believe in and exhibit the desire for a strong positive reputation in customer service and honesty.

Avionics Technician of the Year:

This award follows the same criteria as the A&P award, but the recipient is proficient in all areas of avionics that allow us to navigate and communicate.

Fixed Base Operator of the Year:

To be given this award, the FBO should be a full service business... they should provide aircraft rental, maintenance, fuel, instruction, and charter. The FBO should be a business that has the reputation of being

See **Nominations Needed** on page 11

A Cure For The Winter Blahs

Got the winter blahs, Bunky... think there's nothing to look forward to until flying season starts again? Well, do we have a deal for you! The 18th Annual Aviation Conference and Trade Show!

So mark your calendars for February 24 and 25 and plan on attending, as there is something for everybody. Kids and adults will enjoy Bill Lishman, who'll speak about his experiences flying with geese in his Ultralight. You remember, they made a movie about him. And he'll bring pictures! No Northwest Aviation Conference would be complete without AOPA's dynamic, dare we say flamboyant, president Phil Boyer. Peggy Baty, president of Women in Aviation International, and Rod Machado, a nationally recognized motivational speaker and aviation safety expert will be making return visits too.

With over 90 booths you will be able to see and buy all the latest gizmos and gadgets for your plane. You

could even pick up some aviation artwork! If that isn't enough to get your attention how does a prime rib or chicken dinner sound prepared to your liking without the clean up? It's part of the 3rd Annual Aviation Hall of Fame



See **Winter Blahs** on page 5

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Bill's Column

By now most, if not all of you know that I have stepped down as Director for Aviation for the Washington State Department of Transportation. I am looking forward, with some trepidation, to some new and exciting opportunities. The task of directing the Aviation Division for nearly seven years has not been without its challenges. However despite those challenges, I believe I leave the Aviation Division a better place and those staff members who remain can take pride in their accomplishments which include, but are not limited to, a State Airport Aid program that returns to the taxpayers over seventy-five cents of every dollar they pay in aviation fuel taxes, the Airport Encroachment Program that is

the only one of its kind and is receiving nationwide attention,



a Search and Rescue Program that no longer spends its time fighting with the Civil Air Patrol, but works in the best interests of all and a culture that values the individual and works

together to make their shared vision a reality. Largely due to the dedicated, energetic and creative talent in this office it is no secret that we rank among the "top" Aviation department's in the United States.

For those of you who depend on this agency, you can rest assured that the same, if not better, level of service you've come to expect will be maintained.

So, I thank them with all my heart for their good work and I thank you for the past, present and continued support you give us. ■

Bill

Flight Plan

is an official publication of the Aviation Division of the Washington State Department of Transportation. It is designed to inform members of the aviation community and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

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Newell R. Lee Jr.

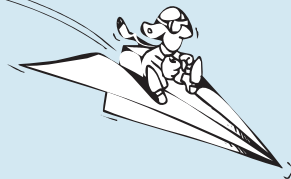
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Aviation Division Hosts Third Annual Washington State Aviation Hall of Fame

by Mac McIver, Aeronautics Program Manager

On February 24, 2001, the WSDOT Aviation Division will host the third annual Washington State Aviation Hall of Fame. This special evening will take place at the Puyallup Fairgrounds in conjunction with the Northwest Aviation Trade Show. The induction of nominees will follow a prime rib banquet and a presentation by our special guest, retired Flight Safety Director for British Airways, Alvin Fortiscue.

This prestigious evening is to honor those in the aviation industry who have contributed to a rich aviation history in Washington State. A selection committee, made up of

Northwest aviation industry representatives, will choose inductees.

You can be a part of this exciting program by nominating the person, or persons, you think are deserving of the award and why. The nominations should be sent to The Hall of Fame Nominating Committee, in care of the Aviation Division at 8900 East Marginal Way South, Seattle WA 98108-4024.



This perpetual award and the names of those inducted will be on public display in the Division's office, and noted as one from this state who has significantly contributed to

make aviation one of the most exciting industries in the nation.

Tickets for the banquet are a very affordable \$30.00 each. For ticket information, call WSDOT Aviation Division at 1-800-552-0666 (or 206-764-4131) or send your check made payable to WAA to:

Aviation Hall of Fame Banquet
PMB 152
20825 State Route 410 E
Bonney Lake, WA 98390

Please include the number of tickets you would like, and names of attendees in your group. Tickets can be picked up Saturday the 24th at the Aviation Division booth. This will be the aviation event of the year. Be sure to call early and get your tickets! ■

2001 Hall of Fame Banquet Order Form



Name (Please print) _____
Address _____
City/State/Zip _____
Phone (Days) (Area Code) _____
I want _____ banquet tickets at \$30.00 each. My check, written out to WAA is attached.
It is check number _____ written in the amount of \$ _____.

Please send your **WSDOT State Awards nomination(s)** with a brief comment and a daytime phone number to:

WSDOT Aviation Division
8900 East Marginal Way South
Seattle, WA 98108-4024

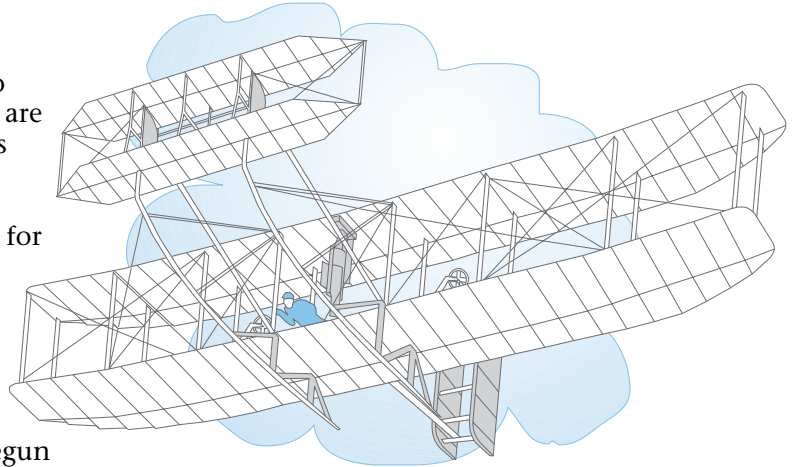
or visit our site on our home page at www.wsdot.wa/aviation or e-mail mciverm@wsdot.wa.gov. The deadline for the nominations is January 16, 2001.

Category	Name of Business/Individual	Comment
Aviation Mechanic of the Year		
Avionics Technician of the Year		
Fixed Base Operator of the Year		
Airport Manager of the Year		
Airport of the Year		
Aviator of the Year		
Air Search and Rescue Award		
Certified Flight Instructor of the Year		
Your name:		
Daytime Phone:		

Use another sheet of paper if necessary.

First Flight Celebration

Operating under the notion that it is never too early to plan, aviation folks across the country are "gearing up" for the celebration of the nation's Centennial of Flight, commemorating the Wright Brothers first powered flight. Quite appropriately the major celebrations are slated for North Carolina, where the flight was made in 1903 and Ohio, where the Wright Brothers went from bicycles to aeroplanes.



Here in Washington State an advisory committee, operating under the auspices of the Experimental Aircraft Association (EAA) has begun the task of developing an agenda for Aviation Centennial Celebrations here. Current efforts include creating a Centennial Committee, creating a staff and budget, developing a logo and soliciting support from all members of the state's aviation community.

It is anticipated that the Washington State Legislature will bless the efforts with passage of a resolution this coming session. ■

Rogersburg May be Added to State Airport Rolls

by Mac McIver, Aeronautics Program Manager

The Aviation Division has great news for you!

Thanks to the diligent and hard work from Tom Jenson, the Division is in the process of making application to the Bureau of Land Management (BLM) for the retention of old Rogersburg. This privately operated site had been in use for years on a very limited basis and now we have the opportunity to open it to the public. After meeting with the BLM and the excellent work that Tom did, we should have little problem in making Rogersburg our state airport.

The airport will be operated much the same as the other state oper-

ated airports. The main exception is that because of the very unique situation with the area, all work will have to be done by hand. No machinery will be allowed in the area other than the aircraft. This should afford the aviator a great way to visit the primitive area where others cannot get.

We promise to keep you informed as we move along with the application and development of the Rogersburg Airport. If you have any questions in the meantime, please call or write me:

Mac McIver
Washington State Aviation
1-800-552-0666 or
206-764-4131 ■



Spending the night at the Aviation Trade Show and Conference?

Use this convenient list of Puyallup area motels:

Best Western Park Plaza
9620 South Hill Park Place E
Puyallup WA 98373-1409
(253) 848-1500

Holiday Inn
812 South Hill Park Drive
Puyallup WA 98373
848-4900

Motel Puyallup
1412 S Meridian
Puyallup WA 98371
(253) 845-8825

Northwest Motor Inn
1409 S Meridian
Puyallup WA 98371
(253) 841-2600

Tamarak Motel
4th and W Main
Puyallup WA 98371
(253) 845-0466 ■

Winter Blahs...

Continued from page 1

Banquet, which honors people who have made Washington aviation special. And for dessert, aside from the cheesecake, we have for the first time appearing in this country Alvin Fortiscue, retired Flight Safety Director for British Airways.

Scott Gardiner of the FAA will once again have his sports aviation seminars that have become one of the most popular events at the show.

So beat the blahs and boogie on down to the Puyallup Fairgrounds February 23rd and 24th, go to the one and only, don't miss it if you can, be there or be square, Aviation Conference and Trade Show!

tion Conference and Trade Show!

For further information, check out the WAA website at www.washington-aviation.org

Flying in or driving?

For those **flying** in for the show, a special shuttle service will be provided between the Puyallup fairgrounds and the Pierce County Airport (Thun Field).

Driving? From Interstate 5 south of Tacoma, take Exit 127 onto State Route 512 and drive 11 miles to the Meridan Street exit. The



Western Washington Fairgrounds are visible from the highway.

From north of Tacoma on I-5, take Exit 135 onto State Route 167 and drive 9 miles into Puyallup; turn right onto Meridan Street to the fairgrounds. There is **free** parking in the fairground parking lots. ■

2001 Northwest Aviation Conference & Trade Show Speaker Schedule

All seminars will be held in the second floor of the Pavilion Building in the Main Auditorium.

Saturday, February 24, 2001

- 10:00-12:00 Rod Machado
- 1:00-2:00 Phil Boyer, AOPA
- 2:30-3:30 Peggy Baty
- 4:00-5:00 Bill Lishman, C'mon Geese

Sunday, February 25, 2001

- 10:00-12:00 Rod Machado
- 1:00-2:00 Peggy Baty
- 2:30-4:00 Bill Lishman, C'mon Geese

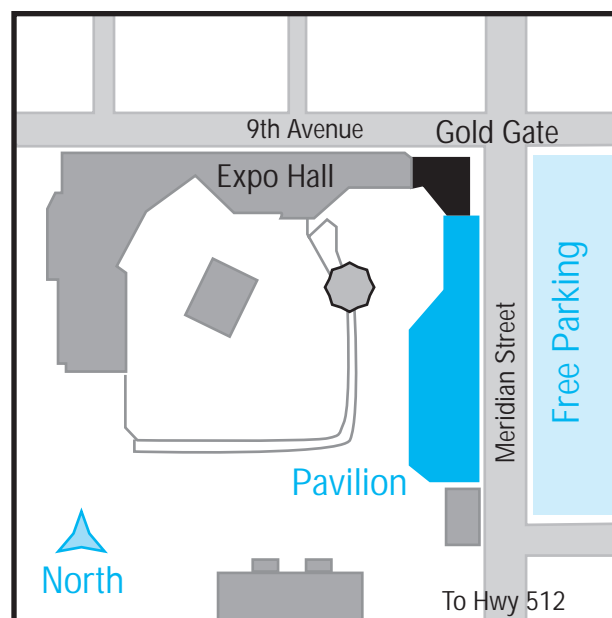
The **Sport Aviation Seminars** will be held in the Exhibition (Expo) Hall and at the Best Western.

For the **99s Flying Companion Seminars**, please call Marian Hartley at 206-243-5472 or e-mail her at flyingcompanion@aol.com

For information on Scott Gardiner's **Sport Aviation Seminars**, please call Scott at (425) 227-2880.

Puyallup Fairgrounds Layout

This year's events again are being held in the Expo Hall and Pavilion. Enter the fairgrounds through the Gold Gate. There is plenty of free parking across the street in the fairground parking lots. ■



2001 Northwest Aviation Conference & Trade Show Speakers

Saturday, 10:00 am
and Sunday, 10:00 am

Rod Machado

For twenty-five years, Rod Machado has delighted audiences in all fifty of the United States and Europe. A professional aviation speaker, his topics range from the thought provoking to the humorous. Besides a degree in Aviation Science, Rod holds degrees in psychology from California State University. He specializes in research psychology.

Rod started flying at the age of sixteen and has earned an Airline Transport Pilot License and all fixed wing Flight Instructor Ratings. For six years, Rod wrote and co-anchored ABC's Wide World of Flying, is the instructor voice on Microsoft's SimFlight 2000 and is AOPA's National CFI spokesman. Rod has written for a number of aviation publications and is a columnist for AOPA Pilot Magazine and is Flight Training Magazine. He has produced and authored videos, audiotapes and books including Rod Machado's Private Pilot Handbook and Rod Machado's Instrument Pilot's Survival Manual. He is a National Accident Prevention Counselor appointed by the FAA in Washington D.C.

View Rod's video joke of the month on www.rodmachado.com ■

Saturday, 1:00 pm

Phil Boyer

Phil Boyer, President of the Aircraft Owners and Pilots Association is returning for another visit. Plan to be here as Phil lets us know what's happening! What's good; what's bad; and more important, what you can do about it.

On January 1, 2001 Phil will be celebrating his tenth year as president of the 325,000+ members of AOPA. He is considered by many to be one of the most effective leaders and managers in the aviation community. Phil draws on his media background to let you know what's going on in the general aviation world.

Before coming AOPA, he had been the creator and prime reporter on ABC's Wide World of Flying, which started in 1987 and introduced Phil to pilots around the world. Previously, Phil held positions in television, including vice president and general manager of ABC's flagship stations WABC in New York and WLS-TV in Chicago. ■

Saturday, 2:30 pm
and Sunday, 1:00 pm

Dr. Peggy Baty

Dr. Peggy Baty is President and Founder of Women in Aviation, International. The organization was incorporated in 1994 as a result of the success of the annual International Women in Aviation Conference begun in 1990. The conference began with 150 participants in 1990 and had grown to over 2,100 by 1998. WAI represents over 3,000 women from all segments of the aviation industry including general, corporate, commercial and military.

A long-time aviation enthusiast and professional aviation educator, Dr. Baty is a 2,000 hour commercial / instrument multi-engine pilot and flight instructor who has been flying for twenty years. Most recently, she added a helicopter rating to her flight qualifications and has been an aircraft owner for many years.

Dr. Baty has held several top positions in aviation education including Academic Dean and Associate Vice President of Parks College; Dean of Academic Support for Embry-Riddle Aeronautical University's Prescott, Arizona campus; Director of the Center of Excellence for Aviation / Space Education at ERAU's Daytona Beach campus; Department Chair of the Aviation Department at



Georgia State University in Atlanta; Georgia. Dr. Baty was the second woman to ever hold the position of dean of an engineering school in the United States. She is also the publisher of the new *Aviation for Women* magazine.

The recipient of numerous aviation and education awards, Dr. Baty has received the FAA Administrator's Award for Excellence in Aviation Education and the Civic Award from the American Institute of Aeronautics and Astronautics. She has been named for induction into the Crown Circle of the National Congress on Aviation and Space Education in 1998.

Peggy Baty is active in numerous aviation organizations and serves as a member of several boards including the Experimental Aircraft Association Aviation Foundation and the US Air and Trade Show board. Dr. Baty is past president and board member of the University Aviation Association.

An international speaker, Dr. Baty has given numerous keynote and motivational presentations to hundreds of audiences. She has also authored numerous articles and authored an aviation management textbook. ■

Saturday, 4:00 pm
and Sunday, 2:30 pm

Bill Lishman

Bill is a pilot, artist, sculptor, filmmaker, author, inventor, naturalist and entrepreneur. In 1988, Bill raised a flock of Canada geese, imprinted them to an Ultralight aircraft he designed and built, and flew with the birds around southern Ontario. The success of this work led to conducting a migration experiment by leading flocks of Canada geese on their journey south by acting as surrogate parents. The experiment was documented by ABC's 20/20 and captured the attention of biologists around the world. The aircraft-led migrations were successful in that the birds learned a safe migration route. This technique could be utilized to restore threatened or endangered migratory waterfowl, which have ceased to migrate. Bill documented his first flights with Canada geese in the award winning video C'mon Geese. His first book about his work with the geese is in the curriculum of many U.S. public schools. Columbia Pictures produced a feature film entitled *Fly Away Home* inspired by his career. Bill not only consulted for filming, but also was the stunt double for the lead actor, Jeff Daniels – who was playing Bill! His autobiography *Father Goose* (published by McArthur & Company and Crown Publishers) is on the bestseller list. In 1995, the Canadian Owners and Pilots Association highest honor, the prestigious AOPA Award, was presented to Bill. In 1996, he received Odyssey of The Mind's prestigious Creativity

Aviation Hall of Fame
Saturday, 6:00 pm

Alvin Fortiscue

Alvin Fortiscue is the retired Flight Safety Director for British Airways, a position he held for six years. Prior to his position at British Airways, he was a design and test flight officer on the "Concorde" project.

When the SST first lifted from Heathrow Airport and achieved Mach 9, Mr. Fortiscue and co-pilot Gerry Southwaite were at the controls. Mr. Fortiscue will talk about the events leading up to the design of the Concorde, and describe the excitement of the maiden flight.

Mr. Fortiscue is in the United States as a guest of the National Aviation Council and expects to share his aviation experience with several firms interested in supersonic transport. ■

Award (previous recipients have been Walt Disney, Chuck Jones, and NASA). Bill's 21st century earth-integrated domed home has been featured in Equinox and Harrowsmith magazine for its innovative design. His sculptures are displayed in television commercials, IMAX films *The Last Buffalo* and *Titanica*, the Oklahoma Aviation and Space Hall of Fame, Canada's Wonderland and EXPO '86. ■

Saturday: February 24 – 9:00 a.m. to 5:00 p.m. – Western Washington Fairgrounds, Puyallup, Washington – Sunday: February 25 – 9:00 a.m. to 4:30 p.m.
Sponsored by Washington Aviation Association The Flyer WSDOT Aviation Division Federal Aviation Administration – Northwest Region

Emergency Locator Transmitters – Are They Effective?

It all started thirty years ago when Washington Senator Warren Magnuson sponsored a bill, signed by President Richard Nixon, that mandated general aviation aircraft to install ELTs.

Ask any pilot or Search and Rescue volunteer and you will hear a wide variety of opinions on the effectiveness of the system. One fact is that over 95 percent of ELT signals picked up by the COSPAS-SARSAT system are non-distress hits (false alarms). The COSPAS-SARSAT system is a constellation of earth orbiting weather and navigation satellites carrying special relay units that pickup any signals heard on 121.5, 243.0, or 406 MHz.

This signal alert is then relayed through a Local User Terminal (LUT) to Mission Control Center (MCC), and in turn to the appropriate Rescue Coordination Centers around the world. With thousands of alerts received each month, the task of determining which signal should be acted upon is daunting.

In this country the RCC does not jump on the “first alert”, unless there is reason to suspect a possible distress in that region. Normally they wait until the succeeding passes, and plot a “merge.” A merge is a correlation between satellite pass footprints. A good clear merge can give the responding search crews an area of probability about the size of a standard quarter grid. Follow-on merges can narrow that down further.

The variety of terrain in Washington State seriously alters the electronic signal transmitted by the ELT, and if the ELT is in a hangar, garage, car trunk, or mangled by a crash, the signal can

be very difficult to isolate, but never impossible.

Recently we chased an ELT signal in Vancouver for ten days. I eventually found a carrier wave signal coming from a satellite dish installed on the roof of a corporate headquarters building where they were testing a new data relay system. There were several magazine reports of microwave ovens, at airports, creating bogus ELT alerts this past year. Anything electronic can cause a signal anomaly.

In an effort to improve the system, the government is seriously considering having all 121.5/243.0 MHz ELT devices replaced with a new and more accurate system based on the 406 MHz unit.

The new ‘406’ units have many advantages such as; GPS data link, imbedded user identification codes, powerful 5-watt signal, and greater accuracy. This new system will have to overcome the reluctance of aircraft owners to pay for the new and more expensive units, and it will be several years before it is mandated.

There will also be the need for search teams to upgrade their DF equipment and techniques. The 406 MHz signal can still be heard on current Direction Finders, but you will have to know how to differentiate tones.

In the past six months we have chased down over 200 ELT’s (including 406 beacons) in Washington.

During that time there have been thirteen general aviation aircraft crashes; and in only one accident did the SARSAT lead a search plane to the site. This can

be interpreted in many ways; one of which is that the current system has shortcomings.

However there will always be a need for those diehard SAR volunteers to roll out of bed at two o’clock, on a rainy winter night, and drive around in circles for hours

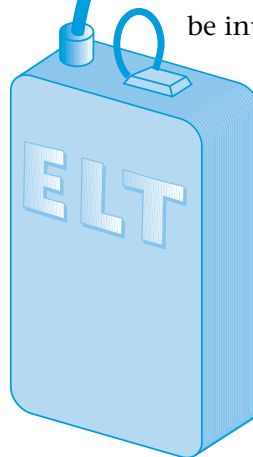
trying to find that one last bandit signal.

Probably the one thing that can greatly aid us today is for pilots to check their ELTs after each flight by simply tuning 121.5 on their aircraft radio. We see those signs as we leave the airport: “Did You Close Your Flight Plan?” and “Did You Check 121.5 Today?” but we are a complacent society.

I am responsible for over 500 SAR volunteers, and the thought of any one of them being injured while chasing a false SARSAT alert is not acceptable.

When the 406 MHz Emergency Locator Transmitter system becomes the universal standard, the number of erroneous SARSAT hits will greatly decrease, and SAR crews activated in response to actual aircraft distress incidents will have a more workable tool. However, until that time everyone flying, or working on, general aviation aircraft should take the extra few seconds to ensure that their ELT is not transmitting false alarms.

Next May we will be adding an ELT Direction Finder Course to our annual SAR curriculum. It will be a six-hour class with field work, and DF certification. Stay tuned! ■



Aviation Division Survey

We would like to take this opportunity to touch base with you, the general aviation community. Tell us how we are doing, and what we can do for you. Please answer the following survey, fold and tape it, and mail back to us. The survey is also available on our website at www.wa.gov/aviation.

- The Aviation Division provides the following services to the Aviation Community.

Please rate how well you think the Division is doing. (1 equals poor - 5 being very good)

	5	4	3	2	1
Aerial Search & Rescue	[]	[]	[]	[]	[]
SAR Training	[]	[]	[]	[]	[]
Flight Instructor Refresher Clinics	[]	[]	[]	[]	[]
Airport Grant & Aid Program	[]	[]	[]	[]	[]
State Airport Maintenance	[]	[]	[]	[]	[]
Airport Protection Program	[]	[]	[]	[]	[]
Pilot Registration	[]	[]	[]	[]	[]
Aircraft Registration	[]	[]	[]	[]	[]
Airport Planning	[]	[]	[]	[]	[]
Airport Lighting Installation	[]	[]	[]	[]	[]
Mechanic Clinics	[]	[]	[]	[]	[]

- Are there any other services you would like the Division to provide that are not now provided?

[] _____
[] _____

- The Aviation Division publishes educational and informational materials as part of its service to its customers. Please tell us if you think they are of value to you. (1 equals of no value, 5 being of high value)

	5	4	3	2	1
Flight Plan (News Publication)	[]	[]	[]	[]	[]
Pilot's Guide	[]	[]	[]	[]	[]
WSDOT Aviation Web Site	[]	[]	[]	[]	[]

- Are there any publications you would like us to produce that we are not now publishing?

[] _____
[] _____

- The Aviation Division conducts two types of formal SAR training classes; Basic (Aircrew) and advanced (Staff) six times a year. Are the number of classes adequate?

[] Yes

[] No

Are there other types of classes you would like?

[] _____
[] _____
[] _____

- Are Search & Rescue training opportunities conveniently available to you?

[] Yes

[] No

- Do you, as a citizen pilot, feel confident that the State is properly prepared to help you in the event of an aviation emergency?

[] Yes

[] No

- WSDOT Aviation Division programs and services have sufficient staff to provide me with the information, materials and assistance that I need.

Strongly agree
5

Agree
4

No opinion/Don't know
3

Disagree
2

Strongly disagree
1

Continued on next page

- WSDOT Aviation Division consistently treats me like a valued customer.

Strongly agree
5

Agree
4

No opinion/Don't know
3

Disagree
2

Strongly disagree
1

- WSDOT Aviation Division employees that I associate with are skilled and proficient at delivering the programs, materials and services that I need or use.

Strongly agree
5

Agree
4

No opinion/Don't know
3

Disagree
2

Strongly disagree
1

Any implementation for the following three questions will require legislative action. While the Aviation Division cannot predict legislative direction, we are interested in your opinion so that we might better serve your needs.

- The Aviation Division is a modal division of the Washington State Department of Transportation. In some states the Aviation Division is a separate agency and recently other state aviation departments have sought independent status. For the WSDOT Aviation Division, would you prefer it:

☐ Remain a part of the Washington State DOT

☐ Be an independent agency

☐ Be a part of another agency (Which one: _____)

- The WSDOT Aviation Division derives 90% of its funding from a 6% excise tax on aviation gasoline with the remaining 10% provided by pilot and aircraft registration. To meet the needs of the aviation community the Division will need to seek additional funding. Would you support:

☐ An increase in the excise tax on aviation gasoline

☐ An increase in the pilot registration fee

☐ An increase in the aircraft registration fee

☐ Other:

☐ _____
☐ _____

- A large portion of the taxes paid by pilots and aircraft owners ends up in the state's General Fund. Would you actively support efforts to re-capture those tax dollars for aviation uses?

☐ Yes

☐ No

- Comments:

WSDOT Aviation Division
8900 East Marginal Way South
Seattle, WA 98108-4024

Place
Stamp
Here

Nominations Needed

Continued from page 1

strong in community support, professionalism, and one that offers an atmosphere where the positive benefits of aviation are obvious.

Airport Manager of the Year:

The airport manager of the year will be known for a positive attitude towards the airport and stress the principal as to how the airport fits into the statewide system. There will be a demonstration of pride in appearance, proper and progressive maintenance at the airport, and a manager that has built a reputation of leadership and community pride.

Airport of the Year:

The award will go to the airport that has made strides to improve

the facility, to provide the best service and promote safety. An airport that has taken steps to maintain and improve the utilization of the facility for the flying public.

Aviator of the Year:

This prestigious award is given to an individual who has contributed the most in several areas of aviation from instruction to search and rescue, from airport management to community service. This person has gone far beyond what is normally expected to benefit the aviation community of our state.

Air Search and Rescue:

Given to the individual, not necessarily a pilot, who has

contributed the most in working with our air Search and Rescue Program. It may be a pilot, an observer, or a search and rescue ground instructor.

Certified Flight Instructor of the Year:

This award goes to the individual who gives their absolute best to teach the theory of flight. This person should be a model teacher who cultivates the desire to become a pilot, and one who shows the way to build upon that desire to do the best we can do and continue the education process within aviation. ■

Education Opportunities

These are the opportunities scheduled as of December 2000, all are subject to change. Check our home page at www.wsdot.wa.gov/aviation for updates.

Search and Rescue Training

Classes being scheduled. Watch for updates on our home page.

Flight Instructor Revalidation Clinics

Classes being scheduled. Watch for updates on our home page.

Aviation Mechanic's Clinics

Date	City	Hotel
March 3-4, 2001	Federal Way	Holiday Inn
March 10-11, 2001	Spokane	Airport Ramanda Inn



Training and Education Opportunities Registration Form

To register for a training or education clinic, either complete and return this form to the Aviation Division or call toll-free 1-800-552-0666 (in Seattle, 764-4131). It's also available at our website: www.wsdot.wa.gov/aviation

I wish to attend the _____ clinic in _____ on _____

Name, as it appears on your FAA Certificate

CFI Certificate Number

Address

City

Day Phone Number

State/Zip Code

Date

IFR Pilots Information

by Scott Tanner, FSDO

On September 18, Seattle Automated Flight Service Station inaugurated a major computer upgrade. The new Windows-based computer system is called the Operational and Supportability Implementation System (OASIS). A key design feature of OASIS is its use of commercial-off-the-shelf equipment and programs. As a result, some elements of this new system are still being refined.

One issue of particular interest to instrument pilots is the manner in which OASIS is currently programmed to process IFR flight plans. It is possible that a latitude / longitude (LAT/LONG) fix may be inserted in your routing without your knowledge.

When an IFR flight plan is filed with a direct route segment that crosses ARTCC boundaries, OASIS inserts the LAT / LONG for the

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first filed fix outside of the departure center's boundary. For example, a route filed by you as SEA..DEN would be converted to SEA..3952N/10440W..DEN, where 3952N/10440W is the LAT / LONG of Denver International Airport. The routing is not changed, per se, but you might find that your clearance includes an instruction to fly direct to the LAT / LONG, when neither you nor the radar controller knows that the LAT / LONG represents the destination.

When filing an IFR flight plan with Seattle AFSS, verify with your briefer the LAT / LONG on direct routings, and anticipate the inclusion of such a LAT / LONG in your clearance.

At present, only those IFR flight plans filed with Seattle AFSS are affected. To learn more about this issue, or to learn more about the new OASIS computer system, pilots are encouraged to contact the Seattle AFSS Watch Supervisor at 206-764-6609 to request a visit or tour. ■

